



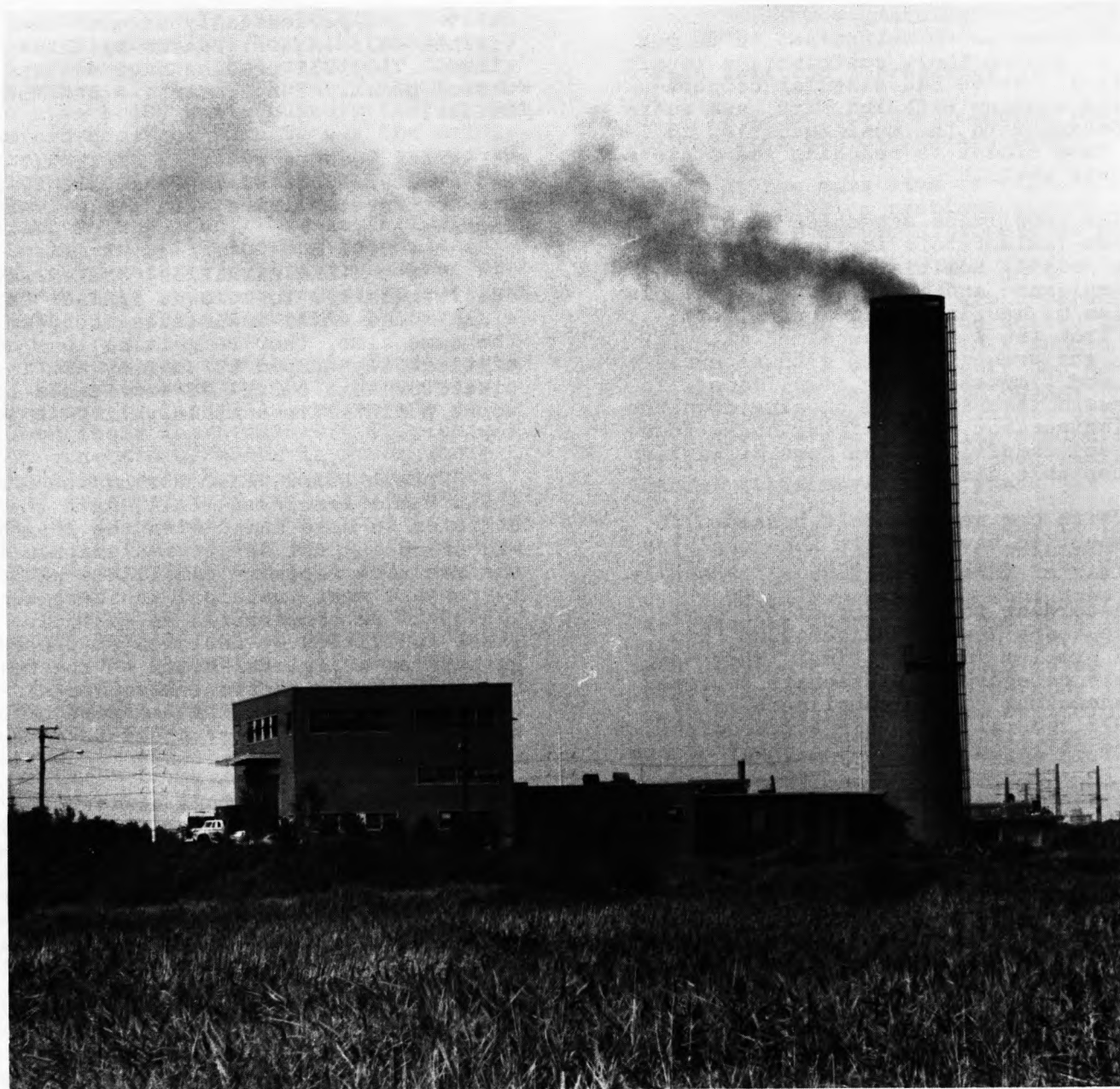
citizens' bulletin

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New Haven Incinerator (DEP Photo)

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'Our Worst Stationary Source'

DEP's incinerator compliance program

DEP has launched a major enforcement effort to bring Connecticut's municipal incinerators into compliance with state and federal Clean Air Laws. According to Commissioner Joseph N. Gill, "Incinerators are the worst stationary source of air pollution and we're determined to do our share to reduce their contribution to air pollution. We've had singular cooperation and success with industry, and we're now working with the municipalities to bring them closer to reaching the state's clean air goals."

The compliance schedules involve fourteen incinerators in twelve towns and is jointly administered by the DEP Air Compliance and Solid Waste Units. In a series of meetings this spring, officials from the twelve towns met with DEP staff, who presented them with alternatives and timetables for compliance. In most cases this involved closing down the town incinerator and shifting operations to direct landfill in the town or within an acceptable distance.

"With our new schedule," said Gill, "we expect to have all the non-complying sources on a compliance schedule by 1977."

According to Director of Air Compliance Henry Beal, "incinerators have been a problem for some time. They were the only category of stationary sources in Connecticut not in compliance as of the 1975 federal Clean Air Act deadline. They're still our worst stationary source.

"The New Haven incinerator, for example, exceeds federal particulate standards by three times and the visible

emissions standards by as much as five times on some occasions. The East Hartford incinerator, one of the better of the non-complying incinerators, emits one and one-half times the allowable particulates and periodically exceeds the visible emissions standards by three times. They all produce huge amounts of carbon monoxide, hydrocarbons and sulfur oxides."

Beal pointed out that of the 17 incinerators located in Connecticut, 14 are not in compliance with air pollution laws.

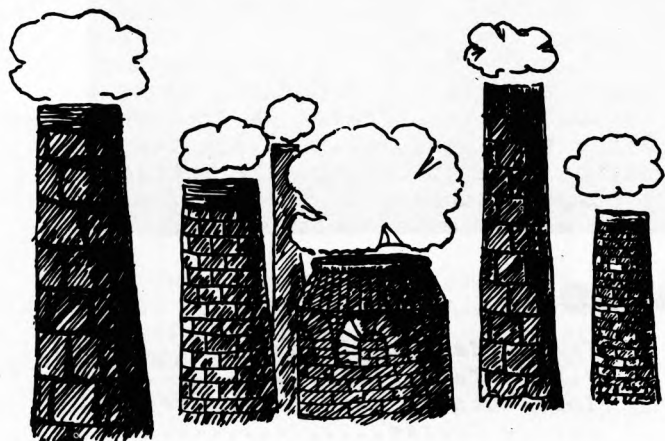
"It's a bad situation," he added. "We're required to enforce against individuals and small industries when, at the same time, they're getting tons of particulates dumped on them by the incinerator next door. In some cases the worst polluter in a municipality is the town itself."

Joseph Boren, Director of the DEP Solid Waste Management Unit, said the decision to move ahead with the program was based in part on the realization that the resource recovery facilities planned to replace most municipal incinerators would not be constructed on schedule. These facilities -- designed to process garbage on a regional basis -- are being built by the Connecticut Resource Recovery Authority (CRRA) as part of a statewide, long-term strategy to manage Connecticut's solid wastes.

"Enforcement actions against the towns were delayed because we were trying to coordinate it with CRRA's timetable," Boren said. "Unfortunately the original schedule was altered. The Authority renegotiated the contract for the Bridgeport facility and decided to wait until that went through before negotiating any other facilities.

"The regional resource recovery plants are still an important part of our long-range strategy," he noted, "but we can't continue to have an open ended policy. We have to begin closing the gap on the state and federal clean air schedules."

According to Beal, the timetable for compliance is organized into two "blocks" depending on what the future waste management plans of the towns are. Towns in



the Bridgeport area will soon be served by the CRRA resource recovery plant being built in Bridgeport. The on-line date for the facility is mid-1978 and most of the area's towns -- including Bridgeport, Greenwich, Stratford and Darien -- have agreed to truck their wastes to CRRA-built transfer stations until that facility is ready. Incinerators in these towns will cease operation in late 1976 or early 1977. Darien has already transferred its operations to an in-town landfill and in April of this year closed down its incinerator.

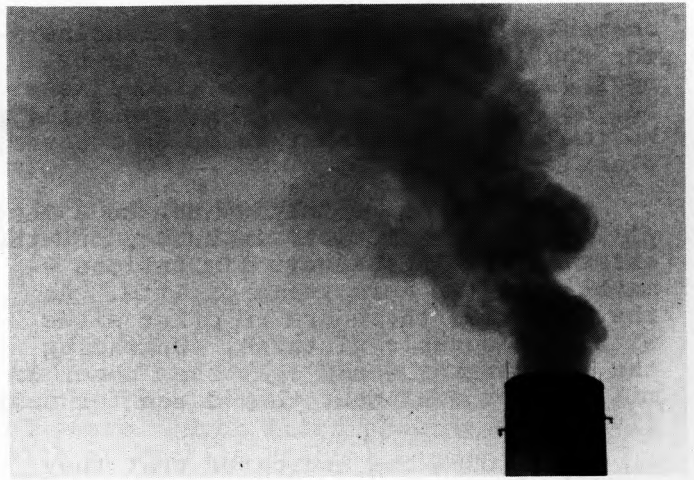
Other towns in the Bridgeport block include Stamford and Norwalk, which both have incinerators that currently comply with clean air laws. However, both towns also have bulky waste burners that do not. Stamford does not plan to use the Bridgeport recovery facility but has agreed to begin upgrading its incinerator by December, 1976 at a cost of about \$1.2 million to the town. Norwalk, according to Beal, "is still looking into alternatives. If nothing substantive shows up in their next progress report we may have to take stricter enforcement measures."

Towns not served by the Bridgeport facility will have to shift disposal operations to landfills or upgrade or replace their incinerators. This second block consists of towns in areas where the on-line date for resource recovery plants is indefinite or in which no such facility is planned. Beal expects incinerators in these towns to be closed down or modified within the next year.

"The decision on which compliance route to take is not an easy one for the towns," Beal commented. "Pollution control equipment has a life of about 20 years and can cost up to \$2 million for an incinerator. If we order a town to upgrade its incinerator, that town will be unlikely to agree to join a regional facility until it has fully depreciated the investment in the incinerator. Since resource recovery is the most environmentally sound disposal method, a decision to use incineration makes sense

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West Hartford Incinerator (DEP Photo)

only if prospects for resource recovery in the area are many years away.

"At the same time we want to eliminate the pollution problems caused by incinerators as expeditiously as possible," he said.

Such difficulties are apparent in towns not expecting to be served by resource recovery. Of this second block, only two towns -- Waterbury and New London -- are expected to change their operations without significant difficulty. Both have or are preparing adequate landfill space and will shut down their incinerators early next year.

The remaining four towns in this group present difficult problems. East and West Hartford were each initially given until September to shut down incinerator operations, but East Hartford is appealing the order and West Hartford was granted a delay to acquire equipment. Disputing that their incinerator is a source of pollution, East Hartford goes to a public hearing on their appeal this fall. West Hartford recently agreed to shift operations to an out-of-town landfill, and was given until December to get the heavy equipment it needs to truck its wastes out of town.

Ansonia, like East Hartford, is contesting that its incinerator is a pollution source at all and will conduct stack tests this fall. According to Beal, "Ansonia's incinerator is fairly new. After they perform the stack test they may be able to correct the problem with a simple 'tune-up'. The fact is, they've just never tested before."

The last and most difficult incinerator problem is New Haven. That town's problems are compounded by a lack of usable landfill space and by uncertainty over whether the CRRA will build a resource recovery plant there.

"New Haven is a tough situation,"

commented Beal. They've got an incinerator that's 15 years old and due to be upgraded or replaced. It's also likely but not yet certain that New Haven will be the site of the next resource recovery plant in about 1979.

"We could have them switch to a landfill until the facility is built, but the existing site has severe limitations -- maybe only two more years of life. At the same time there are no other sites within reasonable distance. Upgrading the incinerator would cost them about \$2 million for equipment they'd use for only five years.

"The CRRA has indicated that they may build the next resource recovery plant in New Haven. If so, we can shut down the incinerator in 1977 and use the landfill for the remaining two years until the facility is built. Unfortunately that means allowing the incinerator to operate for another year, but I don't see how we can fairly ask them to do anything else."

Commissioner Gill, commenting on the program, said that completion of the compliance orders will result in a "marked improvement" in air quality in the affected areas.

"The state is entering a new generation of waste treatment methods," he said. "What was needed to correct the incinerator problem was not separate decisions by the individual communities but a statewide approach to improve air quality while at the same time recycling or disposing of solid waste.

"We could have gotten some short-term results by getting communities to modify their incinerators earlier, but they may have held onto the equipment for another twenty years. This way will be better in the long run. They're not just controlling the emissions; they will actually be using alternatives to incinerators in most cases."

Transportation Plan goes to EPA

On August 10 the Connecticut Transportation Control Plan (TCP) was submitted to the U.S. Environmental Protection Agency by Governor Ella Grasso. In a letter accompanying the plan, Governor Grasso announced that five initiatives are being taken to accelerate the improvement of air quality in Connecticut.

- Components of transportation plans which involve state funding will have to comply with air quality consistency determinations of the state Department of Environmental Protection. Governor Grasso has asked James F. Shugrue, Commissioner of the state Department of Transportation, to follow this policy, effective immediately, and the Governor will ask the 1977 General Assembly to consider legislation to provide the authority to mandate this policy;

- Proposed legislation will be resubmitted to the 1977 General Assembly to institute mandatory automobile emission inspections;

- Proposed legislation is being developed for the 1977 General Assembly to require the retrofitting of heavy duty gasoline powered motor vehicles with air pollution control devices;

- Proposed regulations are being developed to control vapor emissions at gasoline service stations; and

- The state Departments of Transportation, Environmental Protection and Planning

and Energy Policy are encouraging business and industry to offer incentives to promote carpooling and use of public transportation by employees.

"These initiatives are new steps toward a comprehensive plan to reduce air pollution throughout our state," Governor Grasso said. "Success of the reduction program is vital to the health and well-being of our citizens."

The Governor underscored a "personal commitment and that of my administration to the goal of clean air" in transmittal of Connecticut's Transportation Control Plan (TCP) to the United States Environmental Protection Agency (EPA).

In a letter accompanying the TCP to John A.S. McGlennon, Regional Administrator, EPA, Boston, Governor Grasso said, "I have been particularly concerned about the impact of transportation decisions on air quality and have sought ways to insure that air quality determinations -- the so-called 'consistency' statements -- be utilized in making transportation decisions."

The TCP is required because automotive pollution levels in Connecticut exceed the allowable federal health standards. The plan evaluates various strategies for their effectiveness, economic cost and social impact. The evaluations project that the strategies together would remove 86,000 tons of hydrocarbons and 719,000 tons of carbon monoxide from Connecticut's air each year by 1980.

Creating Effective Land Trusts

by Jack Gunther, President
New Canaan Land Conservation Trust, Inc.



Time is short if we are to save our relatively small "chunks of nature" in towns, villages and small cities. Population pressure and zoning regulations seem likely to produce a uniform system of neat suburban and exurban areas which, however pleasant and in some ways desirable, would lack richness and variety in their own environment. This variety - plants, birds, animals and green areas - is required by man for a rounded, healthy life.

A Land Conservation Trust is a simple and effective way for any community to rescue a natural asset which might otherwise disappear under the onslaught of bulldozers. As such it serves two valuable purposes. It is a means by which those fortunate enough to own sufficient land may give natural, wild areas to be preserved for the future. It is also a means of local action in which all can join to preserve the variety, beauty and individuality of a town.

Conservation on a large scale has become an accepted part of our national environment; local preservation is a most important part of this national effort. Parcels to be preserved may differ in size but not in their importance to the total environment in which our citizens must live.

WHAT IS A LAND CONSERVATION TRUST?

Under Connecticut law the word "Trust" may be used in a corporate title--and a Land Conservation Trust is indeed a public trust. To it, individual owners give any lands they wish to be preserved in a natural state. Owners may alternatively grant a "conservation

easement" in which the land is held immune from development for stated number of years. Such gifts provide the donors with attractive Federal Income Tax deductions and reduce their real estate taxes.

As private organizations, Land Trusts have greater flexibility than government agencies in dealing with donors and managing their properties. Many donors prefer to give their land to private organizations free of political pressures.

Local Land Trusts are -- and should be -- closely associated with Conservation Commissions. By helping to make towns more conservation-minded, Land Trusts assure Conservation Commissions of greater public support for their actions. The author believes that with more knowledge of the proven methods of setting up such trusts, our Conservation Commissions will encourage this useful form of environmental protection.

LAND TRUST PROPERTIES AS OPEN SPACE

Town governments are beginning to realize that every piece of open space set aside for conservation helps to preserve the natural beauty of a town, maintains property values, and minimizes the costly strain of rapid town expansion. Open spaces help promote orderly growth and have a restraining influence on future increases in real estate taxes, since in many cases, housing developments take out in town services more than they put back in town taxes.

Open spaces help maintain a healthy and natural environment in this era of pollution. Open spaces do not operate cars or heating furnaces. They do not burn leaves or brush and they do not dump wastes in our streams. On the contrary, they help preserve the natural forces of nature.

Ordinarily, Land Trust properties are open to the public with such reasonable posted requests as "Please Do Not Litter." Actually most Land Trusts are proud to have the public see and appreciate the open spaces they

are preserving for the benefit of the general public.

There will be instances, however, where unrestricted public access creates a problem. Open spaces may contain fragile natural resources to be protected, both plant and animal, and public access, if any, must be restricted and supervised. Likewise, the open space land may be in close proximity to the home of a donor and

unrestricted public access would be unduly disturbing.

In my opinion, while public access is desirable, it is not critical to the tax exempt status of open space land held by a "publicly supported" Land Conservation Trust. Not many years ago when open space land was thought to be in abundant supply forever, it was reasonable to feel that lands exempt from real estate taxes should be open to the public. But in the

(continued on page 9)

Land Trust Check List

Whether large or small, gifts to a land trust usually encounter time consuming legal and administrative hurdles. The following check list should help you clear some of these hurdles and keep your land trust operating smoothly.

1. Are you up to date in the filing of the Bi-Annual Reports with the Secretary of State?
2. Is your appointment of Statutory Agent for Service up to date?
3. Following your receipt of the necessary Federal Tax Exemption Ruling as a "publicly-supported" organization under the Internal Revenue Code, has there been any change in the purposes, character or method of operation of your organization which is required to be reported to the Internal Revenue Service (your District Director)?
4. Are you up to date in the filing of your Federal Income Tax Returns - Form 990 - "Return of Organization Exempt From Income Tax"?
5. Are you familiar with the exemption from State or Municipal Betterments Taxes (taxes for such improvements as water and sewer lines, sidewalks and streets)?
6. Are you familiar with the exemption from the Conveyance Tax on Deeds conveying gifts of land?
7. Have you obtained a bulk mailing permit from your local Postmaster?
8. Have you obtained a Tax Exemption Permit under the Connecticut Sales and Use Tax?
9. Do you have a Comprehensive Liability Insurance Policy protecting the Land Trust and its officers and directors?
10. Do you have an accurate survey of all your properties, preferably filed with the Land Records of your Town?

11. Do you seek approval of potential building sites contained in proposed gifts of land for the purpose of obtaining building site appraisals? This may require action by the Planning and Zoning Commission, and by the Town Sanitarian as to septic system capability. Building site appraisals provide maximum values for income tax deductions, and they are more readily defensible if contested by the Internal Revenue Service.

12. Does your Form of Deed contain a clause whereby, if for any reason the existence of your organization ceases, your properties automatically will be transferred to another tax-exempt conservation organization so that they can never revert to private hands?

13. Does your form of Conservation Easement for a period of years contain a clause permitting the donor to cancel if the Town adversely changes the real estate tax benefit, or in the event of condemnation? Since a Conservation Easement in Perpetuity qualifies for a federal income tax deduction, no right of cancellation is included.

14. Do you encourage neighborhood gifts?

A. Groups of neighbors contributed cash to our Land Trust sufficient to purchase specific tracts of open space in their neighborhoods.

B. A group of neighbors with contiguous land, each owning land in excess of the zone requirement (but not 2 lots), pooled their excess land to establish new building sites for appraisal purposes. The new building sites were given to our Land Trust and the donors shared the building site appraisals in the same proportion as their contributions of land.

C. Donative Sale. Two adjacent neighbors of a tract to be acquired each contributed \$10,000 in cash to our Land Trust and the Trust then purchased for \$20,000 the tract worth \$30,000 - the owner of the land thus making a contribution of \$10,000

The 1976 Mount Washington Alternative Vehicle Regatta



For the past two years, Charles MacArthur of Tolland, Connecticut has invited vehicles of all shapes and sizes to meet at Mount Washington in New Hampshire's White Mountains to spend five days driving up and down New England's highest hill. His goal? More healthy and energy-efficient transportation. None of the two dozen vehicles assembled at the 1976 Mount Washington Alternative Vehicle Regatta ran on a typical internal combustion engine. Most were electric and pollution-free. Most hardly made a sound and none cost as much as a mid-sized American car.

"Don't let me hear Detroit say it can't be done," Charles MacArthur said, "I can do it in my own garage..." MacArthur was speaking of the design and production of a vehicle that would allow Americans to continue their love affair with the one person/one car transportation system while reducing pollutants to a minimum and cutting drastically the amount of non-renewable fuels burned in everyday travel.

MacArthur also staged the "Memorial Day 500" in May of this year to illustrate the same point. By stripping the cars down, adjusting carburetion systems, and driving the speed limit, MacArthur and four others drove conventional automobiles on a 500-mile trip with only ten gallons of fuel in each vehicle. A 1965 VW, a Mercedes diesel, and a Honda were some of the cars travelling from Connecticut to Vermont and back--travelling at the same time thousands of gallons of gasoline were disappearing into the hungry engines at the Indianapolis 500.

"We're not emphasizing that the race in Indianapolis is a sad, silly waste of

the world's fossil fuels," MacArthur said, "even though it is. What we're suggesting is that efforts to reduce the amount of conventional fuels needed to push a car 500 miles should get as much publicity as efforts to increase the amount--which is what is happening at Indianapolis."

Two groups of high school students drove cars they designed and built themselves up the 8-mile auto road to Mt. Washington's summit. One group from Connecticut spent several thousand dollars to create a fast, needle-nosed, three-wheeled electric car that zoomed to the top with a driver and passenger. The other group from Crafton, Massachusetts, spent \$25--less by far than any other participant--on a less than attractive vehicle which was simply a 1963 VW chassis with a driver, an electric motor and 9 batteries perched on top.

One man rode a bicycle up the average grade of 12%, a total of over 2½ million foot-pounds of power. He had a supplemental motor sitting on his handle bars, but it produced barely enough energy to compensate for its weight, he said.

A man on an electric motorcycle stopped every mile on the way up to read a short story.

Donald Tichy drove his blue VW bug up and down twice each day at an average trip length of 40 minutes. His electric VW looks just like any other, cruises up to 65 mph, has a range of over 125 miles before recharging, makes almost no noise, and goes from 0 to 30 in ten seconds.

Al Smith's Datsun 1200 and Ed Proctor's custom Karmann Ghia were both electric. Smith ran out of juice less than a half-mile from the top on his first

try, but pushed up all the way the last day of the Regatta. Proctor's car was a hybrid, having an electric motor and battery pack in the rear and a gasoline-powered 3½ H.P. electric generator under the hood. Every two miles this Pennsylvanian would stop his car, get out, turn on the generator and charge up his batteries while admiring the view of the Presidential mountains around him, and then continued on his way at full power.

A school bus fueled by methane drove to the Regatta from Stillwater, Oklahoma, but stayed at the bottom of the mountain.

MacArthur himself took a commercial Citicar up on the last day of the Regatta. The Citicar, electric motorcycle, and kits to convert Volkswagens to electric power are all commercially available now, and one or more of each made it to the top of Mount Washington this past June. All the electric vehicles captured some of the heat generated by the brakes on

the way down, and in doing so, helped recharge the batteries.

Charles MacArthur suggested that pollution-free cars will not come out of Detroit until public demand for them is high. His Memorial Weekend 500 and now-annual Mount Washington Alternative Regatta are attempts to increase public awareness and therefore increase this demand.

"What we really need," he said, "is a new way of looking at the pollution and energy-waste of our cars. The ticket has to be health, I think. Congress has been able to force safety measures like seat belts, bumpers, heavy-duty glass into Detroit's designs. None of those probably does as much damage to peoples' bodies as the bad air we breathe. I think it is time we looked at how safe it is for us to be breathing the effects of gas-guzzlers and maybe we can force efficiency into Detroit's designs and our driving laws."

Hunters: deer applications now available

Deer hunting application forms and deer field guides are now available at all Town Clerks' offices, 142 participating sporting goods dealers, DEP's five Regional Headquarters and the Licensing and Revenue Office of DEP in the State Office Building. The deer field guide contains an abstract of laws and regulations and application and reporting procedures to be followed for the 1976-77 Connecticut deer hunting season.

This year, permits to hunt on State land for both shotgun and muzzle loader will be issued on the basis of a random computer lottery selection. The deadline for entering the State-land lottery will be September 10, 1976. The computer selection will be made shortly after this date. Successful applicants will be notified by mail and must return the appropriate fee not later than October 8.

For shotgun season, the State land quota has been set at 3,238 permits, an increase of 50% over last year. The quota for the muzzle loader season will be 2,155 permits. Since the quotas for muzzle loader permits were not filled during the 1975 season, the increase was allocated to the shotgun season.

The archery season for deer will open October 23 and continue through November 24. It will reopen December 23 and close

January 8, 1977. The muzzle loader season extends from November 25 through December 4. The shotgun season is open December 6 through 8 for bucks only, and for both sexes from December 9 through 22.

Bow hunters are reminded that Archery Deer Permits will be issued only by the DEP Licensing and Revenue Unit, not at Town Clerks' offices as in the past. It should be further noted that the 1977 small game license will be required for the second portion of the archery season, which extends through January 8, 1977. The 1976 Archery Deer Permit and deer tag will remain valid through the end of the season.

All sportsmen are reminded that the lottery selection process will automatically reject any duplicate applications for the same season. There is no advantage in submitting duplicate lottery applications.

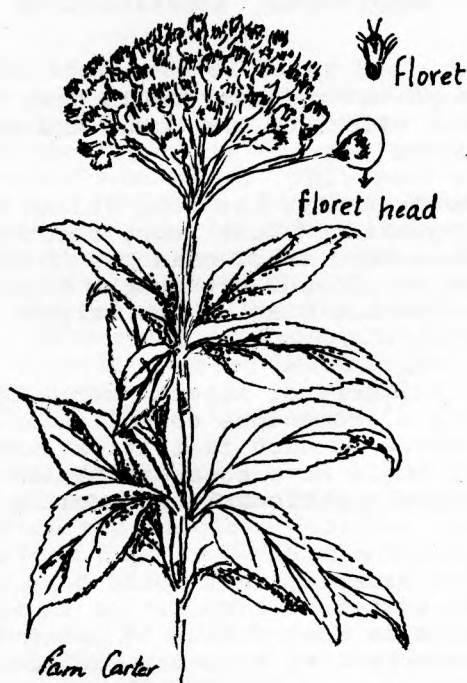
Although only one deer tag will be issued to any hunter, a person may apply for and be considered for shotgun and muzzle loader permits on State land as well as archery permits and permits for each season on private land, provided he has a landowner's permission.

Two different application forms are available. One is for archery permits only. The second is for all other permits. Sportsmen should be sure they obtain the correct permit for the season in which they are interested.

Trailside Botanizing

by G. Winston Carter

SPOTTED JOE-PYE-WEED
(*Eupatorium maculata*)



This tall majestic plant with its mauve flowers and rather handsome whorled leaves is frequently found growing in wet marshy habitats. It is sometimes called Queen of the Meadow because this attractive herb generally towers above the goldenrod and wild aster. Its purple spotted stem and flat-topped flower cluster distinguish it from the very closely related Sweet Joe-Pye-Weed (*Eupatorium purpureum*). This species can be recognized by its dome-shaped flower clusters which give off the odor of vanilla when they are dried or bruised. Its appearance is always a reminder that summer is fast slipping away and that fall is not far off.

The Joe-Pye-Weeds belong to the very large composite family characterized by the flower heads which are clusters of many small flowers growing together. This group of flowering plants has the most advanced flowers and perhaps are the most recent plant group to inhabit the earth. In the genus *Eupatorium* the florets or flowers are tube-like. Each floret is so small that a hand lens is needed to discover its delicate structure, which consists of five stamens arranged in a ring around the style and the stigma appears above the anthers as a pair. The calyx found in many larger flowers is replaced by silk, or pappus.

Joe-Pye-Weed is named after an Indian who is said to have cured typhus fever in New England because of this plant. It, however, has no recognized value as a medicine in modern times.

Land Trusts (cont'd. from p. 6)

face of rapidly diminishing supply, open space land per se has won wide acceptance as being necessary to protect environmental quality for the benefit of the general public.

THE NEW CANAAN EXPERIENCE

New Canaan, a town of 20,000 people and 14,200 acres, is a notable example of how open space can effectively be preserved. Since the incorporation of the New Canaan Land Trust in September, 1967, we have received 30 outright gifts of open space land at 24 locations from generous conservation-minded donors. Our current total of 127 acres is up from a June, 1974 total of 78 acres -- notable progress toward our goal of preserving "chunks of nature" throughout our Town.

Our largest open space tracts are of 21, 14, 12 and 10 acres. We have 8

tracts in the 5-acre range, and our smallest tract, 0.8 acres, protects a marsh; one gift is adjacent to our Nature Center and two about an Audubon Bird Sanctuary. The Trust also has two Conservation Easements in Perpetuity on 3 acres, and six Conservation Easements for periods of years on 22 acres.

It is difficult to predict the success of a newly formed land trust. Usually, after it has been created and made known to the community, a surprising number of potential donors will express interest.

Since founding the New Canaan Land Conservation Trust six years ago, I have contributed a major portion of my time to assisting other towns in establishing successful land trusts. We now have more than 55 land conservation trusts in Connecticut and, happily, many have attained a high degree of success. With land growing scarcer and more expensive, it is hoped that more communities will undertake to form land conservation trusts before it is too late.

Department of Planning and Energy Policy:

P.E.P. TALK

by Tom Richard Strumolo

What About Refineries in Connecticut?

Connecticut has no oil fields of its own, no refineries of its own, and no supertankers in its harbors. Yet last year almost 80% of all the energy consumed in the Constitution State was supplied by petroleum. Since we have this extraordinary need for petroleum products, and if a refinery or supertanker port and its supporting industries would mean hundreds of jobs, millions of dollars, and less expensive gasoline and heating oil, why isn't there a refinery in Long Island Sound right now?

The historical growth of the crude oil market in the U. S. has developed in a way that discouraged refineries in the Northeast. As demand for oil grew in the last half century, Connecticut and the whole eastern seaboard developed into a valuable "shock absorber" in the international and domestic petroleum ebb and flow of petroleum supply. These states, without resources of their own, could absorb excess domestic production, or have their demands easily met by inexpensive imports. Refineries were discouraged here because their presence would alter the important economic buffer role the east coast played in American energy supply/demand balance.

Geographic factors have and still make a refinery in this area a questionable undertaking. Connecticut is not just another coastal state. All coastlines are delicate ecological zones, but the Long Island Sound is a most special case. Almost entirely surrounded by land, the Sound is a body of water with unique characteristics. For this reason, Connecticut's concerns with offshore traffic and shoreline use are not the same as Rhode Island's, Massachusetts', Maine's or New Hampshire's. From an environmental standpoint, Connecticut is perhaps the least suitable of any of the coastal New England states to accommodate this type of facility.

The dangers posed by large oil spills in the Sound are intensified by its physical properties. Furthermore, a refinery off our coast or even an offshore handling facility for refined imports would mean larger ships drawing larger amounts of water more often. Even a so-called

"white-glove" refinery could have a substantial effect on the Sound and the air above.

Accordingly, the Long Island Sound Study, published last year, recommended both decreased traffic in the Sound and a limit of 150,000 dry weight tons for ships--1/6 the size of the largest super tankers.

A refinery or supertanker port represents a tremendous consolidation in a state where no such facilities exist. As such it would have economic benefits but could have questionable economic effects as well.

For example, what would happen to the present system of competition among oil companies in Connecticut if operations were consolidated into one facility owned or operated by a single oil company?

Would a large refinery in the state promote a desired independence from foreign and domestic petroleum for energy or would it have the opposite effect? To what extent would it increase our vulnerability to sabotage or natural disaster?

On a regional basis, what would be the risks or benefits if New York decided to build such a facility in its portion of the Sound? If New York made such a decision and we had to suffer the negative aspects, would we also gain any of the positive uses?

Connecticut's energy problems are indeed serious. Once again it is clear that solving them will involve cautious planning taking into account our present high energy prices, high unemployment, a very special coastline, and an excessive reliance on oil and a dependence on foreign sources. But considering the list of energy, environmental, and economic priorities headed by conservation, energy efficiency, and improving mass transportation, it must be said that a review of the feasibility or necessity of a Connecticut refinery or supertanker port has the lowest priority at this time.



university of connecticut
INSTITUTE OF WATER RESOURCES

Citizen Participation Urged Seminar Series

The Institute of Water Resources seminar series was established in 1965 as a means of bringing together people outside the community who are concerned about water resources. This year's series is entitled "RIVERS: Who Gets WHAT, WHEN AND WHY?" and will be held from September 15, 1976 through April 20, 1977. All seminars will begin at 3:30 p.m. in Room 200 of the Nathan L. Whetten Graduate Center, University of Connecticut, Storrs unless otherwise noted below. The agenda is as follows:

9/15/76

MR. GERALD G. TAYLOR
Stream Alterations Activities Leader
U. S. Fish and Wildlife Service
"Ecological Aspects of Stream Alterations"

10/20/76

PROF. M. GORDON WOLMAN
Chairman, Department of Geology and
Environmental Engineering
The Johns Hopkins University
"River Quality Observations and Water
Management"

11/17/76

MR. DAVID HARRISON
Program Manager
Connecticut River Basins Program
"Floodplain Management in the Connecticut
River Valley: Application of a Regional
Strategy to Local Situations"

12/15/76

MR. JOSEPH L. IGNAZIO
Chief, Planning Division
Department of the Army, New England
Division Corps of Engineers
"Flood Control Planning Activities in the
Connecticut River Basin"

1/19/77

MR. EDWARD A. THOMAS
Director, Flood Insurance Office
U. S. Department of Housing and Urban
Development
"The Floodplain Insurance Program"

2/16/77

PROF. CLIFFORD B. DAVIS
University of Connecticut
"The Legal and Institutional Aspects of
Connecticut River Diversions"
This seminar will be held in Room 314,
School of Law, Greater Hartford Campus,
West Hartford

3/16/77

DR. GENE E. LIKENS
Professor of Ecology
Cornell University
"Effects of Acid Precipitation on Aquatic
Ecosystems"

4/20/77

MR. R. FRANK GREGG
Chairman, New England River Basins Com-
mission
"The Framework for River Resources Manage-
ment - Policies, Institutions and Programs"

The Planning Committee responsible for formulating this year's program consists of: Dr. A.W.U. Daman, Ecology Section, Biological Sciences Group, The University of Connecticut; Dr. K.A. Healy, Associate Professor of Civil Engineering, The University of Connecticut; Professor R.P. Prince, Head, Agricultural Engineering Department, the University of Connecticut; Dr. H.M. Klei, Associate Professor of Chemical Engineering, The University of Connecticut; Dr. C.N. Burke, Associate Professor of Pathobiology, The University of Connecticut; Mr. C. Percy, President, Connecticut River Watershed Council, Inc. These seminars will complement the periodic conferences on current research sponsored by the Institute of Water Resources.

Coffee and donuts will be served at
3:00 p.m.

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THE INTERIOR AS AUTHORIZED UNDER THE WATER
RESOURCES RESEARCH ACT OF 1964, PL 88-379.



Energy courses offered

Energy evaluation and design in buildings will be the subject of three courses to be offered this fall by the non-credit extension service of the University of Connecticut.

In the last few years, the rising cost of energy and the realization that our conventional energy sources are limited have made it increasingly important for us to learn how to efficiently and economically utilize energy in our daily life. A substantial part of our daily energy use is in buildings--in heating and cooling them to provide a comfortable environment in homes, offices and industrial buildings.

The courses will be addressed to architects, builders, building managers, knowledgeable homeowners and others interested in energy conservation. All will be taught by Dr. K. Raman, a visiting associate professor in the University of Connecticut Department of Physics. Course locations and schedules are as follows:

Course: "Energy Conservation in Buildings"
Location: West Hartford Campus, University of Connecticut
Course Fee: \$150
Schedule: Thursday evenings, 7:30 - 10 p.m., 10 consecutive weeks, beginning September 23, 1976
Further information: Call 486-3235 (University of Connecticut)

Course: "Solar Energy in Homes and Buildings"

Location: Manchester Community College, Manchester

Course Fee: \$17

Schedule: Tuesday evenings, 7:20 - 10 p.m., 4 consecutive weeks, beginning September 14, 1976

Further information: Call 646-4900 (Extension Services Division)

Course: "Solar Energy in Your Home"

Location: Middlesex Community College, Middletown

Course Fee: \$17

Schedule: Tuesday evenings, 7:30 - 10 p.m., 4 consecutive weeks beginning October 12, 1976

Further information: Call 347-7411 (Extension Services Division)

Energy conservation is also the purpose of an organizational meeting for a Connecticut chapter of the New England Solar Energy Association (NSEA). The meeting will be held from 2-4 p.m. on Sunday, September 26 in the College of Agriculture Auditorium, University of Connecticut, Storrs. Coordinated by Dr. Raman, the meeting will include an organizational session and a discussion relating to solar energy. For further information contact Dr. Raman at the University of Connecticut Physics Department at (203) 486-4921.



DEP Calendar

Public Hearings Sept., 1976

Water Resources

September 14, 1976 - 10:00 a.m.
State Office Building - Room 221
165 Capitol Avenue
Hartford, Connecticut 06115

Purpose: To request a permit to place approximately 3,000 cubic yards of fill on Parcel 31, Ecological Unit 8, Subdivision 1 in Westport.

Jack Gary
Bermuda Road
Westport, Connecticut

Solid Waste

September 16, 1976 - 9:30 a.m.
State Office Building, Room 161
165 Capitol Avenue
Hartford, Connecticut 06115

Purpose: To appeal Solid Waste Order No. 66 issued to the Town of South Windsor which requires that deposition of solid waste in an unapproved area be ceased and that the area be closed.

Town of South Windsor



Water Compliance

September 17, 1976 - 10:00 a.m.
122 Washington Street, Room 1
Hartford, Connecticut 06115

Purpose: To request a permit to discharge 200,000 gallons per day of photo finishing wastes to the Metropolitan District sanitary sewer system in East Hartford.

Fotomat Corp.
7590 Fay Avenue
La Jolla, California

September 17, 1976 - 11:00 a.m.
122 Washington Street, Room 1
Hartford, Connecticut 06115

Purpose: To request a permit to discharge 60,000 gallons per day of domestic sewage to an extended aeration treatment plant followed by open sand filters and thence to the groundwaters of the Pomperaug River Watershed.

Woodlake Master Condominium Assoc., Inc.
Heather Court
Woodbury, Connecticut

September 30, 1976 - 10:00 a.m.
122 Washington Street, Room 1
Hartford, Connecticut 06115

Purpose: To request a permit to discharge 40,000 gallons per day of sanitary landfill leachate to the groundwaters of the Town of Suffield.

William B. Kement
709 Buckley Highway
Union, Connecticut

September 30, 1976 - 11:00 a.m.
122 Washington Street, Room 1
Hartford, Connecticut 06115

Purpose: To request a permit to discharge 9,000 gallons per day of home subservice sewage disposal system leachate from 30 homes in the Little River Estates subdivision to the groundwaters of the Town of Canterbury.

Robin E. Owens
Jewett City Savings Bank
Jewett City, Connecticut

Permits Issued
Jun.- Aug., 1976

Air Compliance

June 1
Sealtest Foods
Permit to construct and operate a boiler

June 8
Fairfield Canine Control Shelter
Permit to operate a pathological incinerator

June 8
C. J. Bates & Son, Inc.
To operate a sulfuric acid anodizing line

June 8
Perval Industries, Inc.
Permit to construct and operate a textile flacking machine with drying oven

June 8
Danbury Hospital
Permit to construct a watertube boiler

June 8
Ashland Chemical, Inc.
Permit to operate three pneumatic material handling systems

June 8
Uniroyal, Inc.
Permit to modify a fuel burning source

June 18
Taylor Management Co.
Permit to operate an incinerator at McDonald's Restaurant in Farmington

June 18
General Electric Co.
Permit to construct and operate a 125 HP boiler

June 23
American Cyanamid Co.
Permit to construct a melamine hopper, two resin reaction kettles and six holding tanks

June 23
Lego Systems, Inc.
Permit to construct a heating boiler

June 26
Pfizer, Inc.
Permit to operate four process tanks and a vacuum distillation column at Pfizer.

June 29
The Eastern Co.
Permit to construct and operate a firetube boiler

Water Compliance

June 14
U & R Housing Corp.
Permit to discharge treated domestic sewage

June 21
Loos & Co., Inc.
Permit to discharge 2,500 gallons per day of contact cooling water from cable manufacturing operations

July 1
Dairy Mart
Permit to discharge 8,750 gallons per day
of milk processing waste water to the
municipal sewage system

July 8
Ashland Chemical Co.
Permit to discharge 75,000 gallons per day
contact cooling water

July 19
Madrid Corp.
Permit to construct and operate two (2)
conventional subsurface sewage disposal
systems serving two (2) single family
homes on Goose Lane in Tolland.

Water Resources

June 1
Sterrill Chase
Permit to maintain a section of concrete
platform beyond the mean high water mark

June 1
City of West Haven
Permit to construct an outfall structure
which will house reinforced concrete
pipe and also be used as a fishing pier

June 4
Don Morris
Permit to remove material from the north-
westerly portion of Amos Lake

June 4
Custom Home Developers, Inc.
Permit to construct single family homes

June 14
William Burt, Jr.
Permit to construct a dock to reach
navigable water

June 14
Town of Bridgeport
Permit to construct and maintain an
extension to an existing pier at Seaside
Park in Blackrock Harbor

June 14
Valley Yacht Club
Permit to construct a pier and club house

June 14
Lon and Donald Pelton
Permit to enlarge an existing parking lot
and add an additional one.

June 15
Sherwood Industrial Park
Permit to deposit fill material into
Paper Goods Pond

June 15
Robert Ciccone
Permit to place 400 to 500 cubic yards
of fill in the rear of his property

July 14
Shennecossett Yacht Club, Inc.
Permit to construct, install and maintain
380 linear feet of floating dock, timber
piles, 3 ramps, and 840 linear feet of
rip-rap bulkhead consisting of stone and
bank run gravel.

June 15
Town of East Haven
Permit to construct a trunk sewer exten-
sion

June 18
City of Putnam
Permit to change the elevation of a curve
on Kennedy Memorial Drive

June 22
Town of Watertown
Permit to conduct emergency bank stabiliza-
tion work

June 23
Dept. of Transportation
Permit for placement of rip-rap at pipe
outlets and installation of a box beam
guide railing on both sides of Rt. 83

June 28
Dept. of Transportation
Permit for relocation and reconstruction
of Conn. Rt. 8

June 28
Cora Hanford
Permit to place fill for construction of a
road

June 29
Mrs. Eloise Weeks
Permit to construct and maintain a ramp
for private docking

June 30
Columbia Homes, Inc.
Permit to install a corrugated metal pipe

June 30
Helmi Clough
Permit to expand a small boat marina

July 6
Evelyn King
Permit to construct a wildlife pond

July 7
Capital Magnetic Products
Permit to install dry type fire hydrant
in river

July 7
Bruce Crane
Permit to construct a farm out building

July 9
Cross Sound Ferry Service
Permit to provide facilities for a ferry
terminal

July 9
Dan Beard, Inc.
Permit to dredge the Housatonic River

July 12
Dept. of Transportation
Permit to conduct a sand and gravel
mining operation

July 12
City of Groton
Permit to construct 320 linear feet of
slope paving adjacent to Beach Pond Rd.

July 16
Town of Westport
Permit to restore the natural cleansing
action of Old Mill Beach

July 16
Town of Westport
Permit to replace part of an existing sea-
wall

July 19
DOT Application No. 50
Permit to extend two existing culverts on
Thomaston Ave. (State Rt. 487) in the
city of Waterbury. The proposed con-
struction will outlet in the Naugatuck
River.

July 19
Lewis & Mary Green
Permit to place erosion protection on the
bank of their property bordering the
Noroton River.

July 20
Conn. Yankee Atomic Power Co.
Permit to construct and maintain a fish
diversion and trash deflection barrier.

June 23
Dept. of Transportation
Permit for replacement of an existing pipe
under Rt. 17

July 27
North Cove Yacht Club
Permit to construct 28 feet of bulkhead
and the placement of 60 cubic yards of
sand and gravel fill.

July 28
DOT -- Trumbull
Permit to construct a section of Ct. Rt.
25 with connections to the Merritt Park-
way (Rt. 15) and Ct. Rt. 127.

July 28
Robert Hintz
Permit to build a wildlife-recreation pond
in the rear of his property.

July 28
Theodore Viadella
Permit to construct a dam on Austin Brook,
near its intersection with Bashon Hill Rd.

August 2
William Mahland
Permit to construct a complex of nine
apartment buildings with parking space
for 121 cars.

August 3
Steven J. Barberino, Sr.
Permit to construct a solid waste resources
recovery park south of the Town of Walling-
ford landfill area and west of Pent Rd.

August 3
Leo J. Hamel, Inc.
Permit to construct an addition to their
existing sheet metal fabrication shop
riverward of established stream channel
encroachment lines of the Steele Brook
in the Town of Watertown.

additional permits:

May 4
Town of Greenwich
Permit for Comly Avenue drain and sidewalk
construction and extension of a 30 inch
reinforced concrete pipe

May 5
Harbor Marine Center, Inc.
Permit to construct, install and maintain
a floating dock, finger floats and fixed
ramp.

Permits Denied Jun.-Aug. , 1976

Water Resources

June 28
Eileen Pisano
Ordered to remove fill which was placed
without a permit and to restore the wet-
land to its original condition

NATIONAL HUNTING & FISHING DAY

September
25, 1976

Waterfowl Seasons Set

The 1976-77 duck hunting season opens in Connecticut at 7:00 A.M. on Saturday October 16. A public Hearing was held on Friday August 27 at the State Capitol to discuss options available under federal regulations and explain this year's proposed seasons.

As in the past several years, there will be a split season this year. The first part of duck season closes on October 30. The season reopens at noon on December 8, 1977. In coastal waters and coastal streams seaward of the first upstream bridge, the duck season will open at noon on Wednesday October 13, providing an extra two and one half days of hunting on coastal waters.

The daily bag limit for ducks is four and the possession limit is eight. Other than mergansers this limit may include no more than two wood ducks, two black ducks and one redhead or canvasback daily. The possession limit may include four wood ducks, four black ducks and two redheads or canvasbacks (combined total). The limits on mergansers are five-daily and ten-possession, including no more than one and two hooded mergansers respectively. The limits for coots are fifteen daily, thirty-possession. For the period from October 13 through October 21, two additional blue-winged teal may be added to the regular daily and possession limits on ducks.

Following the regular season a bonus scaup season in coastal areas will open January 14 and run through January 29. The daily and possession limits during this bonus season will be five and ten.

The season for Scoters, Old Squaw and Eider Ducks (also in coastal waters only) will open on October 16 at noon and correspond with the regular duck season.

The first portion of the season for Canada Geese and Snow Geese also corresponds to the duck season, including the two and a half day bonus in coastal areas. The second portion of the season for Snow Geese (including Blue Geese) runs from November 25 through December 6. The second part of the season on Canada Geese will start on November 25 and close on January 15. The daily and possession limits on Snow Geese are two and four, and on Canada Geese are three and six.

CORRECTION

On page 3 of the July-August issue the Citizens' Bulletin ("Facts About the Sound"), we erroneously stated that one mile of beach at Silver Sands State Park was "closed because of pollution from a nearby landfill." The statement was incorrect. The water quality of the area will support swimming and the City of Milford does in fact provide for swimming at the beach. We regret the error.

DEP citizens' bulletin

State of Connecticut
Department of Environmental Protection
State Office Building
Hartford, Connecticut 06115

Commissioner: Joseph N. Gill
Director, Info & Ed: Greg Sharp
Illustrator: Deborah Dumin
Phone: 566-5524

APOLOGIES

In an effort to bring you a better Bulletin, last month we took our printing to an outside printer. Because of unexpected complications the printing was delayed several weeks and consequently, portions of the July-August Bulletin were out-of-date by the time you received it. We are sorry for this delay and have taken steps to insure that in the future, you will receive your Bulletin on time.

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